

Expert Advice For the Automobile Owner

Queries and Replies Covering Matters of Importance to the Man Who Runs a Car

There is a grinding sound in the rear axle or gears of my car which I cannot locate. When the wheel turns halfway around it grinds, and the rest of the way it runs smoothly. Can you explain this trouble?

It is a good plan to look for the simplest troubles first. If the sound is a tapping or scraping one it is probably due to dragging brake bands, or the drums may be out of true. If the brake bands are dragging loosen them up slightly. Unless the drums are not badly out of round it will be sufficient to loosen up the bands, but if this will not answer the drums should be trued up in a lathe or else replaced. The grinding noise may be due to a shaft that is bent, and it is more probable that an axle shaft instead of a transmission shaft would give trouble in this way. The bending of a shaft will cause any gear on it to alternately mesh too loosely and too tightly with its mating gear. This will cause a grinding sound. Whether this is the trouble can only be determined by inspection. The straightening of the shaft should be left to some man who has had experience, and probably you could not do it anyway because of lack of equipment.

Another possibility is that one of the roller bearings is causing the trouble. One of the rollers may be broken, although this is not very likely, or the roller race may be worn out of round.

I would like to replace my five passenger body with a seven. Will the extra overhang on the rear axle hurt the motor?

The extra load will not hurt the motor if it is not allowed to labor on high gear. When it is evident that the car cannot climb a certain hill on high gear, rather than force it up, a shift to second should be made. The same applies when running on second gear and low gear is required. There is more danger of hurting the springs or wearing out the tires. Possibly it will be necessary to substitute stiffer springs. Unless the tires are amply large for the weight they are now carrying, oversizes should be put on, at least on the rear, where the greater load is.

Can you tell me of a solution to clean out a radiator which expels water that is very dark brown in color when emptying the radiator?

Dark brown water in a radiator is due to the suspension in the water of particles of dirt or rust. There is no necessity of applying a solution to the radiator that will dissolve these particles because they can be very easily removed by flushing the radiator with large quantities of water.

I have four dry cells located in the tool box of my machine which are used for starting the motor. They will last only about three weeks, whereas one set should last the whole season. There is no short circuit, and the connections seem to be all right. Can you tell me the trouble?

One possible cause is that the cells you are using are defective, or it may be that the coil is out of adjustment. You do not state the type of coil that you have, but if it is that vibrator design it is quite possible that your high battery connection is due to the tremblers being out of adjustment. If you have this type of coil try cleaning the contact points of the tremblers, and then adjust each trembler until it is working well and produces a good spark at the plug.

The most likely cause of your difficulty is that you are using too few dry cells. It would be much better to connect up five or six in series, as the voltage generated by four is not enough to do the work.

The slips covering the cushions and top of my car, which is almost a new one, have become black and have grease spots on them. Can you tell me what will clean and remove the spots?

Chloroform will be found quite satisfactory for taking the grease spots out of your cushions and top, although it will not clean out any dirt or dirt that has settled on them. In cleaning the cushions and top it is well to first brush the dust out thoroughly, then remove grease by the use of chloroform and finally wash thoroughly with castile soap and lukewarm water. Gasoline has often been suggested as a good cleaning fluid for such purposes, but gasoline is a solvent for rubber, and the material that tops and cushions are made of often contains a rubber compound that is injured by the use of gasoline.

What are the objections to a two cycle motor?

The objections to the two cycle motor are that it is difficult to throttle down, it is uneconomical and is not as adaptable to high speeds as the four cycle.

Will one new patent piston ring in each cylinder give good results with the old rings of the ordinary type? If so, what groove should I put them in?

One new patent ring will improve the running of your motor, but naturally three such rings will be more effective. If you use only one ring it should be put into the top groove.

CITY FOLK

Are Urged by Farmers to Come and Help with the Crops.

(BY ASSOCIATED PRESS) LONDON, July 17.—Farmers' organizations throughout England are urging city people to spend their vaca-

Recently I had the carbon removed from my cylinders, but even after that when running about fifteen miles per hour on top gear when I want to pick up quickly with my spark retarded below halfway the motor knocks very hard. What is the cause?

The fact that your motor knocks when the spark is halfway advanced when you are accelerating from a speed of fifteen miles an hour on high gear does not indicate that there is anything wrong with your motor. Try retarding the spark further under these conditions and see if the car does not run all right. The idea to keep in mind when using the spark lever is to set it at the point just below that at which the motor will knock under the particular conditions that the motor is operating under at any given time.

My crank case holds three gallons and three quarts of oil when up to top coat level, and I have a dash light feed which shows a steady stream when I have the oil at the right level, but when I have the amount of oil I speak of the motor smokes. How can I stop it smoking and still know that I have enough oil to lubricate the motor?

The manufacturer of this motor should have set the oil level at the correct height. Therefore we would not advise doing anything to change the height of the oil in the crank case until you have made sure that the trouble is not elsewhere. Smoking may be due to loose fitting piston rings, worn pistons or worn cylinders or all of these combined. Poor oil might also be causing the motor to smoke, or it may be that the cooling system is not working properly, with the result that a large quantity of the oil is consumed because the motor runs hot. If smoking does not seem to be caused by any of these conditions it might be well to reduce the level of oil in the crank case, but before taking such a step you should confer with the manufacturer of the car or with some good repair man.

My motor stops when throttle is placed in certain notch on quadrant. When running slow around corners or over crossings and on speeding up, the throttle reaches a certain notch on the steering gear quadrant, the motor either stops or jerks about six or ten yards. What is the cause of this?

Probably with the throttle in a certain position some part of the throttle mechanism short circuits the ignition current. With the car running move the throttle lever until the motor starts to miss or stop; then stop the car and look for the trouble. It is also possible that the movement of the throttle interferes with the operation of the carburetor. See that the air valve is not affected. If the throttle and the auxiliary air valve are connected up, or if the throttle in any way controls the flow of gasoline from the jet or jets, this mechanism should be carefully inspected.

I have trouble with my car losing power and speed. On grades that should be made on high I have to go in second. At times when going up grades on second the car checks up as if the brakes had been applied. Then again it will gain speed; then slow up as before. What is the cause?

The peculiar action of your car is due to temporary disarrangement of some part of the ignition or carburetion systems. If the former is at fault the trouble must be caused either by a short circuit or a loose connection. Inspect the wiring thoroughly for defective insulation at which points the bare wires may be grounded on the metal parts of the car, thus deflecting the current from its regular path. Go over all connections and tighten up any that are loose. After doing this the motor should run all right if the trouble is with the ignition. If the carburetion system is causing your motor to run irregularly you must be getting an improper mixture at times. If the mixture is too rich black smoke will be seen at the exhaust, and if this is the case the trouble is probably caused by dirt under the float valve, or due to a sticking of the auxiliary air valve. This valve may remain closed temporarily so that too rich a mixture is delivered to the motor for a time. On the other hand, if the mixture is too lean, trouble may be the result of any of the following causes: The auxiliary air valve may stick open, thus allowing too much air to be delivered to the motor; the float may stick so that an insufficient supply of gasoline is the result. Too small a quantity of gasoline might also be the result of dirt in the spray nozzle or possibly in the feed pipe from the gasoline tank.

Will you please tell me how to prevent the throwing of oil from my valve tappet guides?

The leakage of oil out of valve tappet guides is due to the wearing away of the guides, so that there is more or less space between it and the tappet. When this condition exists the motion of the tappet carries the oil up from the crank case and allows it to flow out over the upper end of the guide. The only remedy is to fit new guides.

tions in the farming country where they can assist in the cultivation and harvesting of the war time crops. As a guide in this matter, the agricultural societies have prepared literature showing the localities where work is to be obtained and the months in which there is the greatest call for assistance.

RACE PROGRAM

In Connection with the Twenty-ninth Annual Ritchie County Fair Is Announced.

PENNSBORO, July 17.—What is expected to prove one of the finest race meets in the state will be held here August 10 to 13 in connection with the big twenty-ninth annual exhibition of the Ritchie county fair. This is always the earliest of West Virginia's fairs and through long and successful history has become really a state institution. All events are given on a big scale and the speed program always draws the highest class of horses and some of the greatest sport in the state is witnessed here.

Entries for the races will close August 3. C. A. Reppert, of Kenton, O., will be the starter. Following is the race program:
Second Day, Wednesday, August 11.
2:28 trot.....Purse \$300
Free for all pace or trot.....300
2:27 pace.....300
Third Day, Thursday, August 12.
Trot for colts, three years old or under.....\$200
2:18 pace.....300
2:20 trot.....300
2:16 trot.....300
Fourth Day, Friday, August 13.
2:14 pace.....\$300
2:24 trot.....300
2:22 pace.....300

GLASS TRADE SITUATION IS IMPROVING

According to a Circular Just Issued by the Johnstown Brokerage Company.

Concerning present trade conditions in the window glass industry, the Johnstown Brokerage Company, has this to say in the following letter to the trade:

As you are aware, all the hand operated plants closed down on May 29. Quite a number of the factories went out of blast much earlier and some of them commenced curtailing production in January, and at intervals certain factories dropped out within the first half of the year. During June quite a number of the machine plants were in operation, but as they had been in blast for many months and as the summer is the natural time for repairs to worn furnaces, etc., there is every indication of practically all the factories making window glass being out of blast for the balance of the summer and fall. In response to inquiries made of these factories, they stated that they were completing their orders and within a few days would cease to operate and do not expect to put fires in until the time is fixed for the general resumption next winter. Five of the factories have declined business recently owing to their arrangements to close and some of the buyers who have delayed shipments are now urging the factories to complete contracts immediately. With practically all of our factories idle for an indefinite time, there should be no uneasiness over the market for the next few months. A general cessation of glass making will not only clean up present stocks that are on hand but will clear the decks nicely for the blast of 1915-1916.

There has been great fear of overproduction during the last two years, but in the intervals of dullness this excessive production has not materialized. The export business is increasing and the domestic demand is improving. You can safely anticipate your wants for the balance of 1915 and by placing your orders now you can get much better service than in a month or two when most of the popular sizes will be scarce.

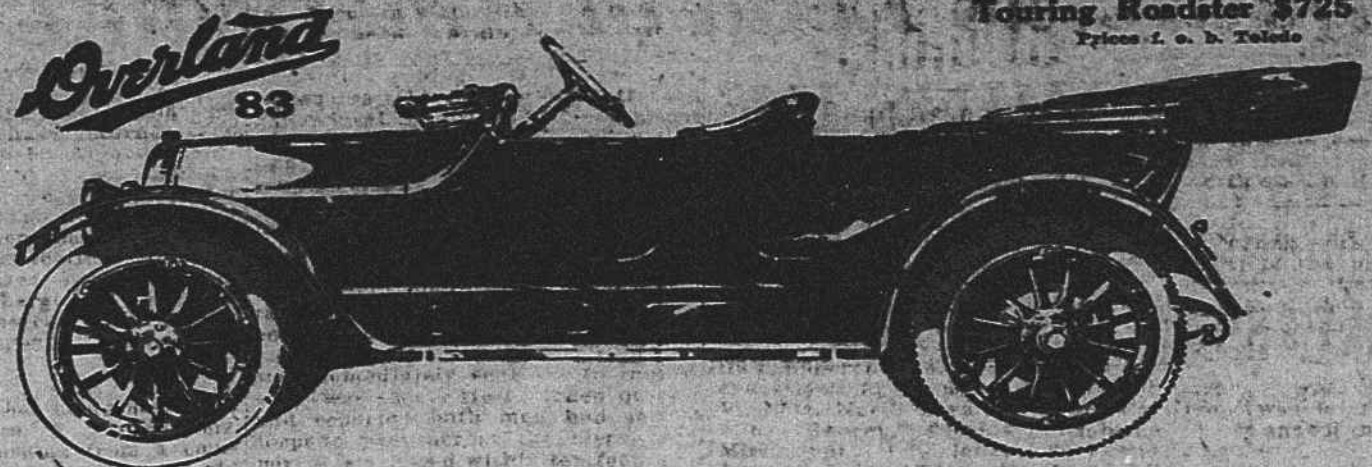
As much glass was sold in June of this year as for the same period last year, and stocks are lighter at the present time than they were a year ago. With the demand improving, the situation should be better and there is certainly no reason why there should be any uneasiness as to prices on the part of any of the manufacturers or distributors.

We can give you good service on any average specifications of window glass where no excessive quantity of a quality is desired, but when you are in the market we would ask that you submit copies of your specifications so that we can check same against our stock lists and advise you definitely as to what glass can be furnished.

DUTCH

Parliament May Make Law Calling the Exempt to the Colors.

(BY ASSOCIATED PRESS) THE HAGUE, July 17.—The Dutch parliament is contemplating a law which would call to the colors all men who during the last twenty years have



Hills Prove the Power of Magneto Ignition

Magneto ignition is something that every prospective purchaser of a motor car should know about.

Practically all high priced cars have high tension magneto ignition. So has the Overland.

Magneto ignition develops more power, due to a hotter spark, which becomes still hotter as the speed of the motor increases. This gives

—a livelier motor and more power at all speeds.

—and quicker getaway.

Hilly, country roads, and crowded city streets prove the worth of these Overland qualities.

Call, telephone or write for demonstration.

This is the largest 4-cylinder Overland that will be produced this year.

Model 83 Brief Specifications

35 Horse-power motor
5-Bearing Crankshaft
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Demountable Rims, one
Rim Extra

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Electric Starting and Lighting
Underslung Rear Springs
33x4 inch tires; non-skid in rear

One-man top, with cover
Headlight Dimmers
Magnetic Speedometer
Reinvision, Ventilating type, built-in windshield

Made in U. S. A.

Newcomer Auto & Supply Co.

Corner Main and Monticello Ave.

Formerly On Second St.

Both Phones

WOODEN SHOES

Worn by a Dutchman, Who is Making Walking Tour of the World.

MILWAUKEE, July 17.—Lieutenant Herbert P. Nordwall, a former officer in the Dutch arm, who has completed

been exempt from service for one reason or another. According to the supporters of the measure, it is planned to call the younger men to the colors at once, while the men as old as forty years would be called upon by the end of next year—when, they fondly hope, the war will be over. Military service in the Netherlands is not popular, and such a drastic law, it is believed, would create a difficult situation.

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COAL

Deposits Found by Germans in Turkey Are Being Developed by Turks.

(BY ASSOCIATED PRESS) BERLIN, July 17.—It is learned on good authority that a German mining engineer who went to Turkey just be-

fore that empire took up arms last fall, to hunt for coal deposits which might make the country independent of foreign sources, found three excellent deposits. The Turks proceeded to develop them at once, and the German government now believes that the coal problem of its ally will not prove any embarrassment to her while hostilities last.

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